Here we see a laminated print of Tyler Magdic, aka “flat Tyler” hanging out with the Poberezneys in Florida a few years ago.
It’s all about who you know!
President's Perspective ...

A long time ago in a galaxy far, far away... (couldn’t resist ;)

Welcome Microlite Flyers to the 2016 flying season. We’re all ready to kick off the new year with our 16th annual 1st fly in at Fort Atkinson. (See the event flyer for details) We hope you can stop in and show your support for the Chapter and its events. The hanger is heated and will be full of food. If that’s not enough of a draw, we will be holding our first Chapter membership meeting at 10:00 AM. Don’t worry, I have been working on keeping the business section very short so we can concentrate more on the increased casual social time together. Stop in for some food, fun and info sharing. We look forward to seeing you.

As we meet and plan during the colder winter months we will be asking for input from our membership on a range of topics that relate to our meetings, events and goals. Please let us know your thoughts. This EAA flying chapter is as great as YOU make it. Thanks!

We will meet for the next couple months at the Water Street Brewery and then transition to the second Saturday of each month at one of our local airports. I’ll give everyone fair warning of the date and time changes after they are decided. Stay tuned. If anyone has ideas for optional meeting places please speak up. We’ll certainly consider any offer to sponsor a meeting at a new location.

I have been spending some time in the hanger making minor changes, modifications and upgrades to the Quicksilver. I hope to be in fine flying condition by the time the weather allows open air flight comfortably. Getting caught at 1000 feet with frozen appendages just isn’t as fun and adventurous as it used to be. I remember a time when I had to push the frozen hanger doors open with my pickup truck, strap snow skis on the tires of the old Quicksilver MX, push it off the gravel onto the snow, spend a 1/2 hour starting the old Cuyuna engine for a warm up only to taxi far enough from the hanger to get stuck. Then it would get dark by the time I shoveled it back to the hanger to put the whole mess away. That used to be FUN?! I must be getting older, wiser and more cautious because all those steps leading up to failure no longer appeal to me. I know that cold weather provides some of the best performance from our aircraft and engines but I need some kind of enclosure to protect me if I’m going to really enjoy it. I may consider trading up, down or sideways into another model at some point in the not-so-distant future to enable more opportunities. There are dozens of options to choose from.

If you are interested in attending other local flying events, the EAA’s annual ski plane fly in is scheduled for Saturday, February 6th. It’s a great way to hang out with fellow aviators and enthusiasts while eating chili and cake! If you would like to participate by flying in to this event you MUST register on-line and get a briefing. Maybe I’ll see you there. Here’s a link to EAA’s ski plane event page - www.eaa.org/en/eaa-museum/eaa-museum-events/eaa-ski-plane-fly-in

The February Chapter meeting is currently scheduled for Tuesday the 9th at 7:00pm at the Water Street Brewery. Hope you’ll consider attending.

Steve M.
President
We've announced our January - February webinars that you can enjoy from the comfort of your home. EAA Webinars are free to all aviation enthusiasts, but pre-registration is recommended since space is limited to the first 1,000 registrants.

Upcoming webinars include the following topics and presenters:

**January 6 - 8 p.m. CST**  
**Causes of Maintenance Errors**  
*FAA Wings & AMT Credit*  
Presenter: Mike Busch

**January 13 - 7 p.m. CST**  
**Navigating the FAA IACRA Website**  
*FAA Wings Credit*  
Presenter: Prof. H. Paul Shuch

**January 20 - 7 p.m. CST**  
**The Apollo 13 Mission to the Moon**  
Presenter: Chris Henry

**February 3 - 8 p.m. CST**  
**The (Lost) Art of Repair**  
*FAA Wings & AMT Credit*  
Presenter: Mike Busch

**February 10 - 7 p.m. CST**  
**The Sky Is the Limit: Job Opportunities in Aviation**  
Presenter: Kyle Ludwick

**February 17 - 7 p.m. CST**  
**Powered Parachutes, the Ultimate Low and Slow Ride**  
Presenter: Roy Beisswenger

**February 23 - 7 p.m. CST**  
**Chapter Chat: Pilot Proficiency Program for EAA Chapters**  
Presenter: Radek Wyrzykowski

**February 24 - 7 p.m. CST**  
**When Prop Balancing Isn't Enough: Troubleshooting Complex Vibrations**  
*FAA AMT Credit*  
Presenter: Matthew Dock

Register today for these upcoming free webinars!

Audio speakers and a broadband Internet connection are required to participate in the webinars. Visit the webinars page for more information about EAA's Webinars.
Come one! Come all! To the 16th Annual

“First Fly-in”

Fort Atkinson Airport, Saturday, January 9th, 2016

Rain, Snow or Shine

The fly-in will be located on the north end of the airport again this year, centered in and around heated hangar N3471. As usual we’ll start when the first arrival arrives and end when the last departure departs. Early arrivals will find hot coffee, cocoa and donuts waiting. Lunch will follow our 10:00 AM January MLF club meeting, with hamburgers, brats, hot dogs and fix’ns provided, along with liquid refreshments. You’re invited to bring a dish to pass.

The airport is located along the western banks of the Rock River, between Jefferson and Fort Atkinson, Wisconsin, south of I-94. Exit at Johnson Creek and follow Hwy 26 south to the Hwy 89 exit (off the Jefferson Bypass). Turn east off the exit, then south on Business 26 to Airport Rd. Head east to Cty Rd K, then south to the 1st driveway on your right, just north of the barn. Park in designated areas, or as directed. You can also take Cty K directly out of Jefferson (south) or Fort Atkinson (north) for a scenic drive along the Rock River. There will be some aircraft parking located near the north hangars as the weather allows.

Fort Atkinson Municipal Airport (61C) is listed in the Wisconsin Airport Directory and Pilot’s Guide. Runway 03/21 is 3800’ long, hard surface and plowed in the winter. Additional hard surface parking is located mid-field. Grassy areas north and east of the main runway suitable for ultralight and/or skiplane operations but please call ahead for a condition report (262-490-6561).

Latitude: 42° 58’ N   Longitude: 88° 49’ W   Elevation: 800 ft   CTAF: 122.9
Contacts: James Hoeppner at 262-490-6561 or Rob Thomas at 608-772-0102.
Learning to Fly

Do I really want to?

Your Checklist

Step 1:

a. Before anything else, take an introductory flight. No matter how much time you have flying in light fixed wing, an ultralight experience is much different. Don't think about buying a plane until after you have determined that this is something you like to do. Learning to fly can be frustrating but it's worth it in the end.
b. After the introductory flight, think -
   Do I want to do that again?
   Do I have the time to learn to fly?
   Can I afford flying ultralights?
   If you can answer "yes," then continue on.

Step 2. The Schedule and the Cost

Flight training can be very frustrating, especially interruptions due to weather. Sometimes you will arrive for a lesson only to have it canceled by winds or other problems. Plan on some scheduled flights to be canceled.

Your ability to pay for the training can affect how long it takes, and how much it costs, to complete flight training. You should fly as often as possible once training has begun. Waiting too long between flights will increase the time required to finish because you will have to re-learn much of the previous lesson. You should start with at least $500.00 set aside for the purpose of ultralight flight training.

Step 3. Training:

There are many good books explaining flight maneuvers you will be performing, and the aerodynamics involved in flight. The instructor will explain each maneuver prior to execution, but being already familiar with the task will certainly speed the process of learning. Remember, you are the one who will be ultimately responsible as a pilot. This is a responsibility that cannot be taken lightly. Ask the instructor for recommendations of flight instruction books and check your local library for books they may have.

Prior to the flight, you will be briefed on the maneuvers to be accomplished. If anything is unclear, or you don't understand, ASK NOW... Communication in an open air ultralight, with the wind and engine noise can be difficult. Prior to the flight is the time to clarify anything that is unclear. After the flight, your performance will be critiqued, the good and the bad points will be discussed. The instructor will recommend areas of study prior to the next flight. Make sure you note these areas, and look at them until they are clear in your mind prior to arriving for the next flight. The instructor is not a mind-reader, only you know if there is something you don't quite understand. Ask!!!! Also, areas not related to the actual control of the aircraft such as weather requirements and how to get a weather briefing, controlled airspace in your area, and other ground school subjects will be covered.

Finally, make double sure you are prepared for a flight period. Stress induced by problems at home, illness and taking any kind of medication are just a couple of reasons you should not be flying at that time. Your instructor will understand if you cancel a flight due to any personal reasons, and will himself cancel the flight if he learns of any problems which would affect the flight, safety or your ability to learn.

(Continued on page 6)
Step 4: Completion of training.
As you approach the completion of your training, you will probably be scheduled for a flight with a different instructor. The main purpose of this is as much for your benefit of a different critique of your performance as it is for your instructor to check the effectiveness of his training. You are now getting close to completion. If there is no aircraft available for solo, the instructor will make one flight a "supervised solo". This is a flight where the instructor, while present on the aircraft, will provide no input to the conduct of the flight after the pre-flight briefing. You will be responsible for all aspects of the flight, obtaining weather, pre-flight, taxi and takeoff, conducting the flight as briefed, landing and post-flight without help. The instructor will only take control if any safety concerns become apparent.

Step 5: Flying your own aircraft.
If by the completion of your training, you already have an ultralight of your own, your instructor will go over a recommended flight scenario for your first flight. If it is a single seat ultralight, he will explain the differences you will encounter, especially what you will feel on take-off, in-flight control response and landing. If there is a period of time between completion of training and you getting your aircraft, it is highly recommended that you schedule a short re-familiarization flight with your instructor just prior to you attempting your first flight in your aircraft.

Step 6: The Next 50 Hours
At this point, you are a pilot. With the ability to fly an aircraft safely, and to make good, safe decisions. In the next 50 hours you will develop the habits and style that will likely continue for the rest of your flying days. It's this critical time that you will become a safe competent pilot, or a safety hazard in the air. This transition is entirely up to you. Make the most of what you learned and build on it. You will enjoy many hours of the pure enjoyment of the freedom of flight.

Which Direction?
Direction of prop rotation is always noted from the rear of the vehicle. If you are standing behind the airplane and getting blown by the prop wash, which direction is it turning? Counter-clockwise is left and clockwise is right. The following is a fail safe list to follow for rotation direction.

For all TWO-STROKE engines normally used with ultralights:

- **Pushers** with gearboxes run a *right* turning prop.
- **Pushers** with belt drives run a *left* turning prop.
- **Tractors** with gearboxes run a *left* turning prop.
- **Tractors** with belt drives run a *right* turning prop.

The *Rotax 912, 912S, and 914* turn opposite the two-stokes and only have gear boxes available to them:

- **Pushers** run a *left* turning prop.
- **Tractors** run a *right* turning prop.
## WANT ADS

### AIRCRAFT
- **1998 Challenger II LW. 503 DCDI**
  - Airframe 700 TT, Hyd Brakes, Skis, Instruments, Land/Strobe Lights, Airmap 500 GPS, Icom radio, Intcom, 2 Headsets. See it on Youtube
  - *$7,900 Located in MN (ONA)*
  - Russ Marsolek (507) 458-8480
  - rmarsole@hbci.com

- **Destiny 2000 PPC. 2-Seat, Rotax 582, excellent shape.**
  - Asking $11,000.
  - Richard Warren (770) 331-6471
  - rlwarren@windstream.net

- **Kolb Mark III for sale**
  - Rebuilt Engine
  - Stored at Watertown airport
  - Asking $16,000
  - Doug Hardy (920) 262-9314

### AIRCRAFT ctd.
- **1994 Kolb Firestar II, N4939J**
  - Rotax 447, 140 TT, BRS, Radio, Always hangared.
  - Open trailer also available.
  - Asking $10,500, Make Offer
  - Chuck Lueandchuck@hotmail.com

### PARTS / ACCESSORIES
- **30 yards of Dacron cloth**
  - $100
  - Jim Pfarr pfarrjam@gmail.com

- **Rotax 503 Provision 8 engine**
  - Pull start, single carb, belt drive w/flex coupler, oiled for storage.
  - $1500 OBO
  - Corey Cassavant (414) 305-1308
  - cassavac@gmail.com

### WANTED
- **Editions of the “Microlite Flyer” prior to May 2004. Willing to pay.**
  - Rob Thomas (608) 772-0102
  - klavdivs@aol.com

- **WANTED: BRS-900 Recovery Chute - Negotiable terms desired. Let's deal, spring's a-comin'!**
  - Steve Magdic (262) 370-3182
  - stevemagdic@wi.rr.com

### Microlite Flyers Inc. - Membership Application / Renewal

New [ ] Renewal [ ]

Member # ___________ EAA # ___________

Name ____________________________________________

Address ________________________________________________________

City, ST ZIP ________________________________________________________

Phone ___________________________________________

Email ____________________________________________

Aircraft ___________________________ Home Field ___________________________

I WOULD LIKE TO RECEIVE MY NEWSLETTER BY: (Select One)  
   ☐ E-MAIL  ☐ US GROUND MAIL

### Annual Membership

- Newsletter by email: $ 20.00 (New members signing up after 7/1: $ 10.00)
- Newsletter by U S Mail: $ 30.00 (New members signing up after 7/1: $ 15.00)
- Family Members: $ 7.50

Make Checks payable to: MICROLITE FLYERS Inc.

Mail Application to: Tom Corso
S65 W32987 Sunrise Lane
North Prairie, WI 53153
SPORT PILOT AND ULTRALIGHT INSTRUCTION

- Batten Airport (KRAC) in Racine
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- Transition to Ultralights
- Biennial Flight Reviews
- Class D Sport Pilot Endorsements

Corey Cassavant
CFI-SP
414-305-1308

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